# REGIONAL REVIEW NOTICE

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

**DATE**: Mar 6 2009 **ARC REVIEW CODE**: R903061

**TO:** Chairman Charles Bannister
**ATTN TO:** Jeff West, Planning Manager
**FROM:** Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal**: Cedars Road Tract Solid Waste Transfer Station

**Submitting Local Government**: Gwinnett County **Review Type**: DRI

**Date Opened**: Mar 6 2009 **Deadline for Comments**: Mar 20 2009 **Date to Close**: Apr 5 2009

**DRI Checklist Preliminary Summary:**
Regional Policies and Adopted Plans: 90%
Development Project Score: 44%
Open Space Preservation/Environmental Quality Score: 57%
Overall Score: 53%
**Overall Weighted Score: 70%**

**PRELIMINARY COMMENTS:** The proposed development is located in an area that is primarily dominated by industrial and warehouse uses within Gwinnett County. It is important to consider compatible uses as the area continues to develop.

The ARC Unified Growth Policy Map (UGPM) indicates that the proposed development is located within a Mega Corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a Freight Area, which are defined as concentrated areas of freight and industrial uses.

**THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:**

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF LAWRENCEVILLE
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DACULA
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3309 or jtuley@atlantaregional.com. This notification will be published to the ARC website.
**The ARC review website is located at: http://www.atlantaregional.com/landuse .**

# REGIONAL REVIEW NOTIFICATION

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## DEVELOPMENT OF REGIONAL IMPACT
## REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Cedars Road Tract Solid Waste Transfer Station** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ( )

Signature:

Date:

***Please Return this form to:***
Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3309 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: *Mar 20 2009*

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

**DATE**: Mar 6 2009 **ARC REVIEW CODE**: R903061

**TO:** ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs
**FROM:** Jon Tuley, Extension: 3-3309

**Reviewing staff by Jurisdiction:**

| | |
|---|---|
| **Land Use:** Tuley, Jon | **Transportation:** Kray, Michael |
| **Environmental:** Santo, Jim | **Research:** Skinner, Jim |
| **Aging:** Rader, Carolyn | |

**Name of Proposal:** Cedars Road Tract Solid Waste Transfer Station
**Review Type:** Development of Regional Impact
**Description:** The proposed Cedars Road Tract Solid Waste Transfer Station is a 58,000 square foot waste handling facility on 3.87 acres in Gwinnett County. It is located on Cedars Road, south of SR 316.
**Submitting Local Government:** Gwinnett County
**Date Opened:** Mar 6 2009
**Deadline for Comments:** Mar 20 2009
**Date to Close:** Apr 5 2009

**Response:**

1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
6) ☐Staff wishes to confer with the applicant for the reasons listed in the comment section.

**COMMENTS:**

| *General Project Information* | | | |
|---|---|---|---|
| | | | |
| **Project name:** | **Cedars Road Tract Solid Waste Transfer Station** | | |
| **DRI number:** | **2010** | | |
| **Local jurisdiction:** | **Gwinnett County** | | |
| **Local government action requested:** | **Rezoning** | | |
| | | | |
| **Project description (include acreage):** | **The proposed Cedars Road Tract Solid Waste Transfer Station is a 58,000 square foot waste handling facility on 3.87 acres in Gwinnett County. It is located on Cedars Road, south of SR 316.** | | |
| **Project phasing/buildout:** | **2010** | | |
| **Project location:** | **The proposed development is located 1740 and 1750 Cedars Road south of SR 316** | | |
| | | | |
| **Current description of the site:** | **Undeveloped** | | |
| **Is any portion of the project built or under construction?** | **No** | | |
| **If you answered the previous question with "Yes", please describe.** | | | |
| | | | |
| **Affected local governments (3 miles of project site):** | **City of Lawrenceville and City of Dacula** | | |
| | | | |
| **Adjacent/surrounding land uses and development:** | **Industrial and aviation** | | |
| | | | |
| **Estimated value at build out:** | **$5,000,000** | | |
| **Expected annual local tax revenues:** | **$62,000** | | |
| | | | |
| **Site access roads:** | **Cedars Road** | | |
| | | | |
| **Number of site driveways proposed:** | **2** | | |
| | | | |
| **Total traffic volume to be generated by the proposed development:** | **304 trips per day** | | |
| | | | |
| **Estimated water supply demand to be generated by project:** | **.0008 mgd** | | |
| **Sufficient water capacity available:** | **Yes** | | |
| **Estimated sewage flow to be generated by project:** | **.0008 mgd** | | |
| **Sufficient wastewater capacity available:** | **Yes** | | |
| **Estimated solid waste generated by the project annually:** | **23 tons annually** | | |
| **Sufficient landfill capacity available:** | **Yes** | | |
| | | | |
| **Number of students expected to be generated by the project:** | **N/A** | | |
| | | | |
| **Schools expected students to attend and capacity:** | | | |
| **School 1:** | **N/A** | **Capacity:** | **N/A** |
| **School 2:** | **N/A** | **Capacity:** | **N/A** |
| **School 3:** | **N/A** | **Capacity:** | **N/A** |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| ***A. Regional Plans and Policies*** | | | |
| ***1. Unified Growth Policy Map*** | | | |
| A. Is the development consistent with the Unified Growth Policy Map and the Developments Type Matrix?<br>• 3 points: Yes | | 3 | *(Indicate Regional Place Type shown on Map)*<br>*Mega Corridor and Freight Area* |
| B. Is the development consistent with the Regional Development Plan Policies?<br>• 3 points: Yes | | 3 | |
| ***2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance*** | | | |
| A. Is there adequate water provisions available and accessible to the site?<br>• 3 points: Yes | N/A | 3 | |
| B. Is there adequate sewer capacity available and accessible to the site?<br>• 3 points: Yes | N/A | 3 | |
| C. Does the development incorporate stormwater best management practices from the State of Georgia Manual?<br>• 3 points: Yes | N/A | 0 | |
| ***3. Regional Transportation Plan (RTP) Goals & Objectives*** | | | |
| A. Is the development located on or within half a mile of a roadway designated on the Regional Strategic Transportation System (RSTS)?<br>• 3 points: Located on the RSTS or within 1/2 mile and all access points align with existing or planned median breaks. If no median exists or is planned, all access points align with existing opposing access points. | | 3 | |
| ***4. RTP and Transportation Improvement Program (TIP)*** | | | |
| A. Are the transportation impacts identified consistent with the TIP/RTP?<br>• 3 points: Yes | | 3 | *(List all TIP/RTP projects located within the surrounding network and identify any inconsistencies)* |
| ***5. Livable Centers Initiative (LCI)*** | | | |
| A. Is the development located in an LCI Study area?<br>• 3 points: The project is located in an LCI Study Area and meets the intent of the Study. | | N/A | *(Including any LCI transportation projects)* |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| ***A. Regional Plans and Policies*** | | | |
| ***6. Regionally Adopted Plans*** | | | |
| A. If the development is located within a transportation study area, indicate which study area. | N/A | N/A | *(Provide the name of the study in which the development is located)* |
| B. Is the development consistent with the recommendations set forth in any sub-area or multi-modal corridor study?<br>• 3 points: Yes | | N/A | |
| C. Is the proposed development consistent with the Atlanta Regional Freight Mobility Plan?<br>• 3 points: Yes | | 3 | |
| ***7. Locally Adopted Plans*** | | | |
| A. Is the development consistent with the host local government's Future Development Map or other comparable document?<br>• 3 points: Yes | | 3 | |
| B. Is the development consistent with the local government's transportation plans?<br>• 3 points: Yes | | 3 | |
| C. Is the development consistent with any local government sub area plans?<br>• 3 points: Yes | | N/A | |
| D. Is the development consistent with any adjacent or potentially affected local government's Future Development Map?<br>• 3 points: Yes | | N/A | |
| E. Do local regulations impact the ability of the project to meet GRTA's DRI Review Criteria? | | N/A | *(List any local regulations that impact the ability of the project to meet GRTA's DRI Review Criteria)* |
| F. Is the development consistent with other regional and/or local policies/adopted plans that have not been fully addressed? | | N/A | |
| ***Possible Score (Standard is 42)*** | N/A | **30** | |
| ***Components Score*** | N/A | **27** | |
| ***Percentage*** | N/A | **90%** | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| ***B. Project*** | | | |
| ***1. Mixture of Uses*** | | | |
| A. Does the development incorporate a mixture of complementary land uses?<br>• 3 points: There are 3 or more complementary uses within the development.<br>• 2 points: There are 2 complementary uses within the development and is located within a short walking distance (less than 1/2 mile) to external complimentary land uses.<br>• 1 points: The development is located within a short walking distance (less than 1/2 mile) to external complementary land uses. | N/A | N/A | |
| B. Does the development have vertically mixed uses?<br>• 3 points: The development contains three or more vertically mixed uses.<br>• 2 point: The development contains two or more vertically mixed uses. | N/A | N/A | |
| C. The development contains or is in close proximity to active or passive greenspace?<br>• 3 points: The development contains both an active and passive greenspace.<br>• 2 points: The development is adjacent to active or passive greenspace with connections.<br>• 1 point: The development is within 1/2 mile of an active or passive greenspace. | N/A | 0 | |
| ***2. Jobs to Housing Balance*** | | | |
| Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook)?<br>• 3 points: Yes, the development is located within 1/2 mile of a defined metro job center.<br>• 2 points: Yes, the development is located within 1 mile of a defined metro job center. | N/A | 3 | |
| ***3. Housing Diversity and Affordability*** | | | |
| A. For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types).<br>• 3 points: Yes. | N/A | N/A | |
| B. For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood?<br>• 3 points: Yes. | N/A | N/A | |
| C. For developments with a multifamily rental component, does the development achieve certain affordability levels?<br>• 3 points: At least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income.<br>• 2 points: At least 20% of the residential rental units provided are affordable to those making 80% or less of the area median income.<br>• 1 points: At least 10% of the residential rental units provided are affordable to those making 80% or less of the area median income. | N/A | N/A | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| | | | |
| ***B. Project*** | | | |
| | | | |
| D. For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels?<br>• 3 points: 100% of the residential senior units provided are affordable to those at 60% or below of the area median income.<br>• 2 points: 60% of the residential senior units provided are affordable to those at 60% or below of the area median income.<br>• 1 point: 40% of the residential senior units provided are affordable to those at 60% or below of the area median income. | N/A | N/A | |
| E. For developments with a homeownership component, does the development achieve certain affordability levels?<br>• 3 points: At least 20% of the for-sale units are affordable to those making 110% or less of area median income.<br>• 2 points: At least 10% of the for-sale units are affordable to those making 110% or less of area median income.<br>• 1 point: At least 5% of the for-sale units are affordable to those making 110% or less of area median income. | N/A | N/A | |
| F. For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood?<br>• 3 points: Yes. | N/A | 0 | |
| ***4. Aging in Place*** | | | |
| F. If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives?<br>• 3 points: Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives.<br>• 2 points: Yes, the development includes accessibility measures and is located within 1/2 mile of basic services and transportation alternatives.<br>• 1 point: Yes, the development includes accessibility measures. | N/A | N/A | |
| A. For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details).<br>• 3 points: Yes | N/A | N/A | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| | | | |
| ***B. Project*** | | | |
| | | | |
| ***5. Accessibility - Non-motorized*** | | | |
| A. Are there sidewalks within the development?<br>• 3 points: There are sidewalks on both sides of all streets.<br>• 2 points: There are sidewalks on both sides of all internal collector streets and one side on all other streets .<br>• 1 point: There are sidewalks on one side of all streets. | | 3 | |
| B. Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?<br>• 3 points: Yes | | 3 | |
| C. Is bicycle parking provided at all non-residential, multi-family buildings and other key destinations?<br>• 3 points: Yes and includes 'end of trip' facilities such as covered shelters, secure parking, shower facilities, etc.<br>• 2 points: Yes. | | 0 | Information not submitted for the review |
| D. Does the development include construction of multi-use trails?<br>• 3 points: Trails will be constructed at least 10 feet wide within the development that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network.<br>• 2 points: Trails at least 10 feet wide are constructed within the DRI boundary only. | | 0 | Information not submitted for the review |
| E. Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices?<br>• 3 points: Yes, all intersections are designed for pedestrian safety and include all of the above listed.<br>• 2 points: Yes, all intersections are designed for pedestrian safety and include 3 of the above listed.<br>• 1 point: Yes, all intersections are designed for pedestrian safety and include 2 of the above listed. | | 1 | |
| F. Are pedestrian connections between building entrances and the internal and external sidewalk network provided?<br>• 3 points: All building entrances are connected to the sidewalk network and pedestrian entrances are provided at street level along abutting public roads.<br>• 2 points: All building entrances are connected to the sidewalk network. | | 1 | No sidewalks shown connecting sidewalks on street to building |
| G. Do the provided non-motorized facilities shorten the distance between land uses that are on and off-site?<br>• 3 points: Yes, both on and off site.<br>• 2 points: Yes, for on site land uses only. | | 1 | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| ***B. Project*** | | | |
| H. Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level?<br>• 3 points: Yes. | | 0 | |
| I. Is the development's parking located where it does not visually dominate the development from the street and allows for easy and safe pedestrian access to buildings?<br>• 3 points: Parking associated with the development is located in the rear and or includes structured parking.<br>• 2 points: Parking associated with the development is located to the side of the buildings and/or includes on-street parking.<br>• 1 points: If industrial, all trailer parking is screened from the view of the adjacent roadways. | | 1 | |
| J. Are buildings oriented to existing or proposed public roads with minimum setbacks?<br>• 3 points: Yes, buildings are oriented to the public roads with minimum setbacks.<br>• 2 points: Yes, buildings are oriented to the public roads. | | 2 | |
| K. Where there are sidewalks, is the width adequate?<br>• 3 points: All sidewalks meet regional Pedestrian LOS goals.<br>• 2 points: All sidewalks meet the local government's minimum width requirement. | N/A | 2 | *(PLOS B or above in LCI areas and regional places, PLOS C or above outside of those areas)* |
| ***6. Accessibility - Transit*** | | | |
| A. Is there a fixed guideway transit station available ?<br>• 3 points: Currently available within 1/4 mile of the DRI boundary.<br>• 2 points: Currently available within 1/2 mile of the DRI boundary.<br>• 1 point: There is a transit station planned near the DRI and the DRI is compatible with that plan. | | N/A | |
| B. Is local bus service currently available?<br>• 3 points: Available on/adjacent to the site.<br>• 2 points: Available within 1/4 mile of the DRI boundary.<br>• 1 point: Available within 1/2 mile of the DRI boundary. | | N/A | |
| C. Is the applicant providing transit services such as dedicated park and ride facility or shuttle service (for at least 2 years)?<br>• 3 points: Yes, the development is providing facilities. | | N/A | |
| D. Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking?<br>• 3 points: Providing three or more amenities.<br>• 2 points: Providing two or more amenities.<br>• 1 point: Providing one amenity | | N/A | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| | | | |
| ***B. Project*** | | | |
| | | | |
| E. Is the development proposed at "transit ready" densities, based on potential future service?<br>• 3 points: Yes | | N/A | |
| F. For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit?<br>• 3 points: Yes, the development is located within 1/4 mile to transit.<br>• 2 points: Yes, the development is located within 1/2 mile to transit.<br>• 1 point: Yes, the development is located within 1 mile to transit. | N/A | N/A | |
| G. Is transit available beyond peak-hours of travel? | | N/A | |
| H. Is the proposed development consistent with other transit related issues not fully addressed above? | | N/A | *(List of other transit related issues and describe developments consistency)* |
| ***7. Access Management*** | | | |
| A. Is access provided from internal roadways, access road, or shared driveways only?<br>• 3 points: Access is provided from internal roadways or access road connecting to side streets with minimum curb cuts along the arterial road and share driveways are proposed.<br>• 2 points: Shared driveways are proposed with an internal roadway. | | 3 | |
| B. If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?<br>• 3 points: The development proposes all access via the lowest functionally classified roadway.<br>• 2 points: The development proposes primary access from the lowest functionally classified roadway. | | N/A | |
| C. Do access points align with opposing access points or with existing median, planned, or likely location of future median breaks?<br>• 3 points: All access points align with existing median breaks. If no median exists, all access points align with existing opposing access points.<br>• 2 points: All full access points align with existing median breaks. If no median breaks exists, all full access points align with existing opposing access points.<br>• 1 point: Access points align with likely locations of future median breaks. | | N/A | |
| D. Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site and serve as many properties and interests as possible?<br>• 3 points: Yes. | | N/A | |
| E. Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor?<br>• 3 points: Yes. | | 0 | *(Minimum 200 feet on state routes and major arterials. Minimum of 100 feet on all other roadway corridors.)* |
| F. Are all proposed access points outside of the functional area of any adjacent intersections?<br>• 3 points: All proposed access points are outside of the functional area of any adjacent intersections.<br>• 2 points: Access points within the functional area of any adjacent intersections are right in/right out. | N/A | 3 | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| | | | |
| ***B. Project*** | | | |
| | | | |
| G. If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway.<br>• 3 points: The development is not proposing any access onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way.<br>• 2 points: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way.<br>• 1 point: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 100 feet from the right-of-way. | N/A | N/A | |
| H. Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency? | | N/A | |
| I. Is the development consistent with other access management related issues not fully addressed above? | | N/A | *(List of other access management related issues and describe developments consistency)* |
| ***8. Connectivity*** | | | |
| A. Does the development provide multiple ingress/egress points and have access to multiple roadways?<br>• 3 points: There are separate ingress/egress points in 3 or more cardinal directions.<br>• 2 points: There are separate ingress/egress points in 2 cardinal directions.<br>• 1 point: There are separate ingress/egress points. | | 1 | |
| B. Do internal streets within the development connect to adjacent parcels at stub outs or dead end streets?<br>• 3 points: There are connections to all adjacent stub outs or dead ends.<br>• 2 points: There are stub outs to adjacent developable land (either undeveloped or underdeveloped) and cross access easements are provided.<br>• 1 point: There are stub outs to adjacent developable land (either undeveloped or underdeveloped). | | 0 | |
| C. Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?<br>• 3 points: All proposed land uses within the development are connected via the internal street network.<br>• 2 points: Most of the proposed land uses within the development are connected via the internal street network. | | N/A | |
| D. Can the internal street network be reasonably anticipated to add to the public roadway?<br>• 3 points: No restricted access<br>• 2 points: Internal restricted access with multiple access points | | 3 | |
| E. Is the development consistent with other connectivity related issues not fully addressed above?<br>• 3 points: Yes | | N/A | *(List of other connectivity related issues and describe developments consistency)* |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| | | | |
| ***B. Project*** | | | |
| | | | |
| ***9. Project Character and Design*** | | | |
| A. Is the development a redevelopment site?<br>• 3 points: The development is a redevelopment site that requires environmental remediation.<br>• 2 points: The development is located in a tax abatement zone, enterprise zone, or other governmentally supported redevelopment zones.<br>• 1 point: The development is a redevelopment site. | N/A | N/A | |
| B. Does the development re-use or rehabilitates existing and/or historic structures?<br>• 3 points: Yes, a majority of the existing and/or historic structures will remain on the site and incorporated into the development.<br>• 2 points: Yes, some of the existing and/or historic structures will remain on the site and incorporated into the development. | N/A | N/A | |
| C. Does the development create or enhance community spaces such as public plazas, squares, parks, etc?<br>• 3 points: Yes and on-site community spaces are open to the general public.<br>• 2 points: Yes. | N/A | 0 | |
| D. Does the development provide no more parking than the minimum required by the local jurisdiction?<br>• 3 points: A parking variance is being requested to provide less than the minimum required.<br>• 2 points: Yes. | N/A | 2 | |
| E. Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via alleyway network, shared driveway, reduced building setbacks, architectural compatibility, screening of equipment?<br>• 3 points: Yes, the development includes a 4 of the above listed and other alternative design principles.<br>• 2 points: Yes, the development includes 3 of the above listed.<br>• 1 point: Yes, the development includes 2 of the above listed. | N/A | 1 | Shared driveway and architectural compatibility |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| | | | |
| ***B. Project*** | | | |
| | | | |
| ***10. Community Facilities*** | | | |
| A. Does the development require new and/or additional services and/or facilities (fire, police, school)?<br>• 3 points: No, new facilities are not needed.<br>• 2 points: New facilities are needed and are being provided for within the development or by the applicant. | N/A | 2 | |
| ***11. Infrastructure Adequacy*** | | | |
| A. Is the development located in an area where adequate infrastructure is in place?<br>• 3 points: Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development.<br>• 2 points: There will be infrastructure in place by development build-out to meet the service needs of residents, employees, and visitors of the development. | N/A | 3 | (Please explain) |
| B. If the development is predominately industrial, what is the proximity to the nearest intermodal station or other freight transfer location?<br>• 3 points: Rail is on site and the development is connecting to the rail.<br>• 2 points: A rail transfer, airport transfer or intermodal transfer station is located within 2 miles.<br>• 1 point: A rail transfer, airport transfer or intermodal transfer station is located within 3 miles. | N/A | 1 | |
| C. If the development is predominately industrial, what is the proximity to interstate access?<br>• 3 points: The development has interstate access within 1 mile.<br>• 2 points: The development has interstate access within 2 miles.<br>• 1 points: The development has interstate access within 3 miles. | N/A | 1 | Less than 1 mile from SR 316 |
| D. Does the development propose clean-fueled vehicles?<br>• 3 points: Development is proposing 5% per each 10% of fleet.<br>• 2 points: Development is proposing 3% per each 10% of fleet.<br>• 1 point: Development is proposing 2% per each 10% of fleet. | N/A | 0 | Information not submitted for the review |
| E. Is the development consistent with other infrastructure related issues not fully addressed above?<br>• 3 points: Yes | | N/A | *(List of other infrastructure related issues and describe developments consistency)* |
| | | | |
| ***Possible Score*** | N/A | **84** | |
| ***Component Score*** | N/A | **37** | |
| ***Percentage*** | N/A | **44%** | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| ***C. Open Space and Preservation/ Environmental Quality*** | | | |
| ***1. Protection of Critical Environmental Areas*** | | | |
| A. Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)?<br>• 3 points: Yes, the development avoids critical historical and environmental areas | N/A | 3 | The project is within the Alcovy River small water-supply watershed. |
| B. Does the development encroach upon habitat currently under or flagged for conservation under a local, regional, state conservation or green infrastructure plan?<br>• 3 points: No. | N/A | 3 | |
| C. Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands) ?<br>• 3 points: Yes, the development is located on land physically suitable for development.<br>• 2 points: The development is avoiding land on the site that is not suitable for development and is taking the appropriate mitigation measures. | N/A | 2 | Project proposes compensatory cut to offset fill in stream floodplain per note on submitted plan. |
| ***2. Conservation*** | | | |
| A. How much land is being preserved as open space?<br>• 3 points: 50% of the site is preserved as open space<br>• 2 points: 40% of the site is preserved as open space<br>• 1 points: 30% of the site is preserved as open space. | N/A | 0 | Information not submitted for the review |
| B. Does/will the development incorporate native plant and drought tolerant landscaping?<br>• 3 points: All landscaping is drought tolerant and native.<br>• 2 points: All landscaping is drought tolerant.<br>• 2 points: No invasive plant species are used as identified by the local Cooperative Extension Service. | N/A | 0 | Information not submitted for the review |
| D. Does the development exclude ornamental water features and fountains?<br>• 3 points: The applicant will not install or facilitate installations of any ornamental water features or fountains. | N/A | 3 | |
| E. Does the development include permeable pavement in driveways and parking areas?<br>• 3 points:75% of driveways and parking areas use permeable pavement.<br>• 2 points: 50% of driveways and parking areas use permeable pavement.<br>• 1 point: All driveways use permeable pavement. | N/A | 0 | Information not submitted for the review |
| ***3. Stormwater Management*** | | | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| ***C. Open Space and Preservation/ Environmental Quality*** | | | |
| A. Does the development have a stormwater management plan?<br>• 3 points: The stormwater management plan will result in a 25% decrease in the rate and quantity of post-development development stormwater runoff when compared with pre-development stormwater rates and quantities.<br>• 2 points: The development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume) | N/A | 0 | Information not submitted for the review |
| ***4. Buffers*** | | | |
| A. Will the proposed development require a stream buffer variance under any applicable ordinances?<br>• 3 points: The development does not require a stream buffer variance. | N/A | 3 | No, as presented in the submitted plans. |
| ***5. Environmental Protection*** | | | |
| C. Is the development seeking a LEED certification?<br>• 3 points: The development is seeking LEED-ND certification or all buildings are seeking LEED certification for non residential developments.<br>• 2 points: At least half of the non-residential buildings are seeking LEED certification.<br>• 1 point: One non residential buildings is seeking LEED certification. | N/A | 3 | The developer stated at the pre-application meeting that he would seek LEED certification for the proposed development. In order to receive these points in the final report, a letter must be submitted stating this. |
| D. Is the development seeking an EarthCraft certification?<br>• 3 points: The development is seeking Earthcraft Communities certification.<br>• 2 points: At least half the residential homes will be certified an Earthcraft Home. | N/A | N/A | |
| | | | |
| ***Possible Score*** | N/A | **30** | |
| ***Component Score*** | N/A | **17** | |
| ***Percentage*** | N/A | **57%** | |

# *ARC Score Sheet*

| Enter the values for the appropriate numbered section. | | |
|---|---|---|
| ***A. Regional Development Plans and Policies (50% of the Total Score)*** | | |
| 1. Unified Growth Policy Map | Section Score: | 6 |
| 2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance | Section Score: | 6 |
| 3. Regional Transportation Plan (RTP) Transportation | Section Score: | 3 |
| 4.RTP and Transportation Improvement Program (TIP) | Section Score: | 3 |
| 5. Livable Centers Initiative (LCI) | Section Score: | 0 |
| 6. Regionally Adopted Plans | Section Score: | 3 |
| 7. Locally Adopted Plans | Section Score: | 6 |
| | **A. Component Score:** | 27 |
| | **B. Points Possible Score:** | 30 |
| | **C. Component Percentage** | **90%** |
| ***B. Project (30% of the Total Score)*** | | |
| 1. Mixture of Uses | *Section Score:* | *0* |
| 2. Jobs to Housing Balance | *Section Score:* | *3* |
| 4. Housing Diversity and Affordability | *Section Score:* | *0* |
| 5. Aging in Place | *Section Score:* | *0* |
| 6. Accessibility-non motorized | *Section Score:* | *14* |
| 7. Accessibility- transit | *Section Score:* | *0* |
| 8. Access Management | *Section Score:* | *6* |
| 9. Connectivity | *Section Score:* | *4* |
| 10. Project Character and Design | *Section Score:* | *3* |
| 11. Community Facilities | *Section Score:* | *2* |
| 12. Infrastructure Adequacy | *Section Score:* | *5* |
| | **A. Component Score:** | 37 |
| | **B. Points Possible Score:** | 84 |
| | **C. Component Percentage** | **44%** |
| ***C. Open Space and Preservation/Environmental Quality (20% of the Total Score)*** | | |
| 1. Protection of Critical Environmental Areas | *Section Score:* | *8* |
| 2. Conservation | *Section Score:* | *3* |
| 3. Stormwater Management | *Section Score:* | *0* |
| 4. Buffers | *Section Score:* | *3* |
| 5. Environmental Protection | *Section Score:* | *3* |
| | **A. Component Score:** | 17 |
| | **B. Points Possible Score:** | 30 |
| | **C. Component Percentage** | **57%** |
| | **A. Total Points:** | 81 |
| | **B. Total Possible Points:** | 144 |
| | **C. Unweighted Score** | 56.3% |
| | **Overall Project Score** | **70%** |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| | | | |
| ***D. Non-Expedited Review Criteria Only (GRTA)*** | | | |
| ***1. Vehicle Miles Traveled*** | | | |
| A. Is off-site trip generation to/from the development reduced by at least 15%? | | N/A | |
| B. For developments with residential components, is the development located within 1/2 mile of a number of existing jobs equal to or greater than 50% of the number of dwelling units in the development? | | N/A | |
| C. For developments without a residential component, is the development located within 1/2 mile of a number of existing dwelling units equal to or greater than 50% of the number of new jobs created by the development? | | N/A | |
| D. Is the development designed to encourage the use of alternative transportation modes both on-site and off-site? | | N/A | |
| E. Does the development consist of a mixture of complimentary land uses or is located within a short walking distance (less than 1/2 mile) to external complimentary uses? | | N/A | |
| F. Does the traffic analysis utilize all available and practical trip reduction techniques? | | N/A | |
| G. What conditions beyond the control of the developer and local government impact the ability of the development to reduce vehicle miles of travel? (please specify) | | N/A | |
| ***2. Transportation and Traffic Analysis*** | | | |
| A. Does the development impact regional mobility? | | N/A | |
| B. Does the development affect the safety or operations of impacted roadways? | | N/A | |
| C. Do existing and proposed (in a transportation improvement program) infrastructure of impacted roadways continue to operate in a safe and efficient manner while adequately serving new trips generated by the development? | | N/A | |
| D. Are proposed mitigation measures (from DRI traffic analysis) feasible and within the control of the applicant or appropriate agencies to implement as a means of addressing negative impacts to the transportation system? | | N/A | |
| E. Can the proposed mitigation measures be implemented within the time frame proposed for development build-out? | | N/A | |
| F. Other issues not fully addressed here which require clarification or explanation? | | N/A | |

| ***3. Relationship to Existing Development and Infrastructure*** | | | |
|---|---|---|---|
| A. Is the development located within an area where existing or planned infrastructure will be in place by project build-out to meet the service needs of residents, employees, and visitors of the project? | | N/A | |
| B. If the development is predominantly industrial, what is the proximity to the nearest intermodal station or other freight transfer location? | | N/A | |
| C. If the development is predominantly industrial, what is the proximity to interstate access? | | N/A | |
| D. Are there other utility/local authorities, other than transportation related, the development team is having discussions with concerning future infrastructure needs? | | N/A | |
| E. Other issues not fully addressed here which require clarification or explanation? | | N/A | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| ***E. Expedited Review Criteria Only*** | | | |
| ***1. Limited Trip Generation (pick one)*** | | | |
| A. Is the proposed development project to generate no more than one thousand (1,000) gross daily trips? | | N/A | |
| B. Is the proposed development projected to generate more than one thousand (1,000) but no more than three thousand (3,000) gross daily trips? | | N/A | |
| C. Is the proposed development projected to generate fewer than one hundred (100) gross PM peak hour weekday trips? | | N/A | |
| ***2. Mixed Uses*** | | | |
| A. Does the proposed development contain two or more complementary, interconnected, and interdependent land uses? | | N/A | |
| B. Due to the interconnected, mixed-use nature of the development, is a twenty percent (20%) reduction in trip generation between dissimilar land uses reasonably anticipated? | | N/A | |
| C. Is the site designed so as to support the trip reductions taken and to maximize the likelihood of the use of on-site alternative modes of transportation by residents, employees, and visitors to the DRI? | | N/A | |
| D. Are all of the land uses within the proposed development accessible by vehicles and pedestrians, with no single use restricting access to, from, or within the site? | | N/A | |
| ***3. Area of Influence*** | | | |
| A. Is the proposed development located within an area designated in the Regional Development Plan (RDP) and the Unified Growth Policy Map (UGPM), or its successor, as being located within the Central City, a Regional Center, a Mega Corridor, or an Urban Redevelopment Corridor? | | N/A | |
| B. Is the proposed development consistent with the RDP and UGPM in both density and proposed development type(s)? | | N/A | |
| C. Are at least sixty-five percent (65%) of the single occupant automobile trips generated by the proposed development reasonably anticipated to have a trip bound by a three mile radius or less? | | | |
| ***3. Alternative Modes of Transportation*** | | | |
| A. Are at least twenty-five (25%) of the trips generated by the proposed development likely to be by way of modes of transportation other than the single occupant vehicle? | | | |
| **OR:** | | | |
| A. Is the proposed development located within an area which has been designated by GRTA as a Transit Enable Area (TEA) and is consistent with any land use parameters established by GRTA as a part of designation of the area as a TEA? | | | |

| | GRTA Criteria | ARC Score | Comments |
|---|---|---|---|
| B. Is the development majority or wholly (50.1% to 100%) within a designated TEA; and, | | | |
| C. Does the project meet or exceed the residential and/or employment densities established by the RDP and UGPM, or its successor; and, | | | |
| D. Is the project consistent with regionally adopted transportation plans; and, | | | |
| E. Are proposed land uses limited to residential, commercial, office, hospitals or health care facilities, hotels, and post secondary schools; and, | | | |
| F. Does the development contribute to an improvement in the Jobs to Housing Balance; and, | | | |
| G. Is the development pedestrian oriented so that the movement of pedestrians is not restricted and access to transit facilities is convenient and logical in placement so as to maximize transit ridership to and from the site; and, | | | |
| H. If the development is primarily residential in nature, does it provide at least ten percent (10%) of the residential units as workforce housing, defined here as affordable to households earning seventy-five percent (75% of the region's median income; and, | | | |
| I. Is the majority of parking provided within structures and is parking limited by providing no more than the minimum required by the local jurisdiction; and, | | | |
| J. Does the development conform to existing street block patterns or introduce new public roadways/pedestrian paths to create block patterns or shorten block lengths; and, | | | |
| K. Is at least seventy-five percent (75%) of the street frontage occupied by active street level uses? | | | |
| ***3. Livable Centers Initiative (LCI)*** | | | |
| A. Is the proposed development located within an area approved for inclusion within the LCI program by the ARC? | | | |
| B. Is the development consistent with the policies, design elements, and overall standards established by the LCI study and any subsequently funded Supplemental Study(s)? | | | |
| C. Has the affected local government completed and adopted the initial LCI Study within their adopted Comprehensive Plan? | | | |
| D. Has the local government shown efforts towards implementation of the adopted study? | | | |
| E. Do the staffs of the local government(s), ARC, and GRTA agree upon the eligibility of the proposed DRI for this type of Expedited Review? | | | |

# CEDARS ROAD TRACT TRANSFER STATION DRI
## Gwinnett County
## ARC Environmental Planning Division Comments
## March 6, 2009

**Watershed Protection and Stream Buffers**

The property is in the Alcovy River Water Supply Watershed, which is small water supply watershed as defined by the Part 5 Environmental Planning Criteria. The USGS coverage for the area shows that the stream shown on the project plans is a blue line and is therefore subject to the Part 5 small water supply watershed buffers. However, since the property is more than seven miles upstream of the Monroe intake on the Alcovy, the required buffer and setback are the same as those required by the County under its stream buffer ordinance, which are shown and identified on the plans. The buffers should be identified as both County and water supply watershed buffers and setbacks. For other small water supply watershed requirements, the project should conform to criteria in the Alcovy Water Supply Watershed Plan, unless other criteria have been approved. The 25-foot state sediment and erosion control buffer is also shown along the stream on the plans. This buffer applies to all state waters. Any other state waters on the property will be subject to this buffer, which is administered by the Environmental Protection Division of Georgia DNR.

**Storm Water / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the proposed project, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The project area is based on notes from the project meeting. The following table summarizes the results of the analysis.

### Estimated Pounds of Pollutants Per Year

| Land Use: | Land Area (Acres) | Total Phosphorus | Total Nitrogen | BOD | TSS | Zinc | Lead |
|---|---|---|---|---|---|---|---|
| Heavy Industrial | 3.88 | 5.62 | 74.57 | 496.13 | 3081.42 | 6.43 | 0.81 |
| **TOTAL** | 3.88 | 5.62 | 74.57 | 496.13 | 3081.42 | 6.43 | 0.81 |

Total Percentage Impervious: 80%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

# Developments of Regional Impact



**DRI #2010**

## DEVELOPMENT OF REGIONAL IMPACT
## Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

## Local Government Information

| | |
|---|---|
| Submitting Local Government: | Gwinnett County |
| Individual completing form: | Jeff West, Planning Manager |
| Telephone: | 678.518.6211 |
| E-mail: | jeffrey.west@gwinnettcounty.com |

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

## Proposed Project Information

| | |
|---|---|
| Name of Proposed Project: | Cedars Road Tract Solid Waste Transfer Station |
| Location (Street Address, GPS Coordinates, or Legal Land Lot Description): | 1740 & 1750 Cedars Road |
| Brief Description of Project: | Solid Waste Transfer Station - Putrescible Waste and Construction and Demolition Waste |

**Development Type:**

| | | |
|---|---|---|
| ○ (not selected) | ○ Hotels | ○ Wastewater Treatment Facilities |
| ○ Office | ○ Mixed Use | ○ Petroleum Storage Facilities |
| ○ Commercial | ○ Airports | ○ Water Supply Intakes/Reservoirs |
| ○ Wholesale & Distribution | ○ Attractions & Recreational Facilities | ○ Intermodal Terminals |
| ○ Hospitals and Health Care Facilities | ○ Post-Secondary Schools | ○ Truck Stops |
| ○ Housing | ◉ Waste Handling Facilities | ○ Any other development types |
| ○ Industrial | ○ Quarries, Asphalt & Cement Plants | |

If other development type, describe:

| | |
|---|---|
| Project Size (# of units, floor area, etc.): | 58,000 square feet |
| Developer: | Inland, LLC |
| Mailing Address: | 5300 Oakbrook Pkwy |
| Address 2: | Building 300, Suite 368 |
| | City:Norcross State: GA Zip:30093 |
| Telephone: | 770-822-4041 |
| Email: | eric@inlandllc.com |
| Is property owner different from developer/applicant? | (not selected) Yes No |
| If yes, property owner: | DRD Development, Inc. |
| Is the proposed project entirely located within your local government's jurisdiction? | (not selected) Yes No |
| If no, in what additional jurisdictions is the project located? | |
| Is the current proposal a continuation or expansion of a previous DRI? | (not selected) Yes No |
| If yes, provide the following information: | Project Name: |
| | Project ID: |
| The initial action being requested of the local government for this project: | Rezoning<br>Variance<br>Sewer<br>Water<br>Permit<br>Other Special Use Permit |
| Is this project a phase or part of a larger overall project? | (not selected) Yes No |
| If yes, what percent of the overall project does this project/phase represent? | |
| Estimated Project Completion Dates: | This project/phase: 2010<br>Overall project: 2010 |

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GRTA Home Page | ARC Home Page | RDC Links | DCA Home Page Site Map | Statements | Contact

# Developments of Regional Impact



**DRI #2010**

## DEVELOPMENT OF REGIONAL IMPACT
## Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

### Local Government Information

| | |
|---|---|
| Submitting Local Government: | Gwinnett County |
| Individual completing form: | Jeff West, Planning Manager |
| Telephone: | 678.518.6211 |
| Email: | jeffrey.west@gwinnettcounty.com |

### Project Information

| | |
|---|---|
| Name of Proposed Project: | Cedars Road Tract Solid Waste Transfer Station |
| DRI ID Number: | 2010 |
| Developer/Applicant: | Inland, LLC |
| Telephone: | 770-822-4041 |
| Email(s): | eric@inlandllc.com |

### Additional Information Requested

| | |
|---|---|
| Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.) | (not selected) Yes No |
| If yes, has that additional information been provided to your RDC and, if applicable, GRTA? | (not selected) Yes No |

If no, the official review process can not start until this additional information is provided.

### Economic Development

| | |
|---|---|
| Estimated Value at Build-Out: | $5,000,000.00 |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | $62,000.00 |
| Is the regional work force sufficient to fill the demand created by the proposed project? | (not selected) Yes No |
| Will this development displace | |

| | |
|---|---|
| any existing uses? | (not selected) Yes No |
| If yes, please describe (including number of units, square feet, etc): One 8,000 sq ft office/warehouse building. | |

## Water Supply

| | |
|---|---|
| Name of water supply provider for this site: | Gwinnett County |
| What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 0.0008 mgd |
| Is sufficient water supply capacity available to serve the proposed project? | (not selected) Yes No |
| If no, describe any plans to expand the existing water supply capacity: | |
| Is a water line extension required to serve this project? | (not selected) Yes No |
| If yes, how much additional line (in miles) will be required? | |

## Wastewater Disposal

| | |
|---|---|
| Name of wastewater treatment provider for this site: | Gwinnett County |
| What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 0.0008 mgd |
| Is sufficient wastewater treatment capacity available to serve this proposed project? | (not selected) Yes No |
| If no, describe any plans to expand existing wastewater treatment capacity: | |
| Is a sewer line extension required to serve this project? | (not selected) Yes No |
| If yes, how much additional line (in miles) will be required? | |

## Land Transportation

| | |
|---|---|
| How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) | See developer's traffic impact memo. |
| Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? | (not selected) Yes No |
| Are transportation improvements needed to serve this project? | (not selected) Yes No |
| If yes, please describe below:Dedicated turn lanes and deceleration lanes at project entrances on Cedars Rd. | |

## Solid Waste Disposal

| | |
|---|---|
| How much solid waste is the project expected to generate annually (in tons)? | 23 tons/annum. |
| Is sufficient landfill capacity available to serve this proposed project? | (not selected) Yes No |
| If no, describe any plans to expand existing landfill capacity: | |
| Will any hazardous waste be generated by the development? | (not selected) Yes No |
| If yes, please explain: | |

## Stormwater Management

| | |
|---|---|
| What percentage of the site is projected to be impervious surface once the proposed development has been constructed? | 45% |
| Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Underground stormwater detention. Water quality treatment, channel protection and storm water flow attenuation in accordance with County requirements. | |

## Environmental Quality

| | |
|---|---|
| Is the development located within, or likely to affect any of the following: | |
| 1. Water supply watersheds? | (not selected) Yes No |
| 2. Significant groundwater recharge areas? | (not selected) Yes No |
| 3. Wetlands? | (not selected) Yes No |
| 4. Protected mountains? | (not selected) Yes No |
| 5. Protected river corridors? | (not selected) Yes No |
| 6. Floodplains? | (not selected) Yes No |
| 7. Historic resources? | (not selected) Yes No |
| 8. Other environmentally sensitive resources? | (not selected) Yes No |
| If you answered yes to any question above, describe how the identified resource(s) may be affected: Connection to sanitary sewer; stormwater bmp's; stream buffers/setbacks will mitigate impacts. | |

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SITE LOCATION MAP ~ NTS


PROJECT CONTACT: CHAZ WATERS 404.277.4230

## SITE DATA:

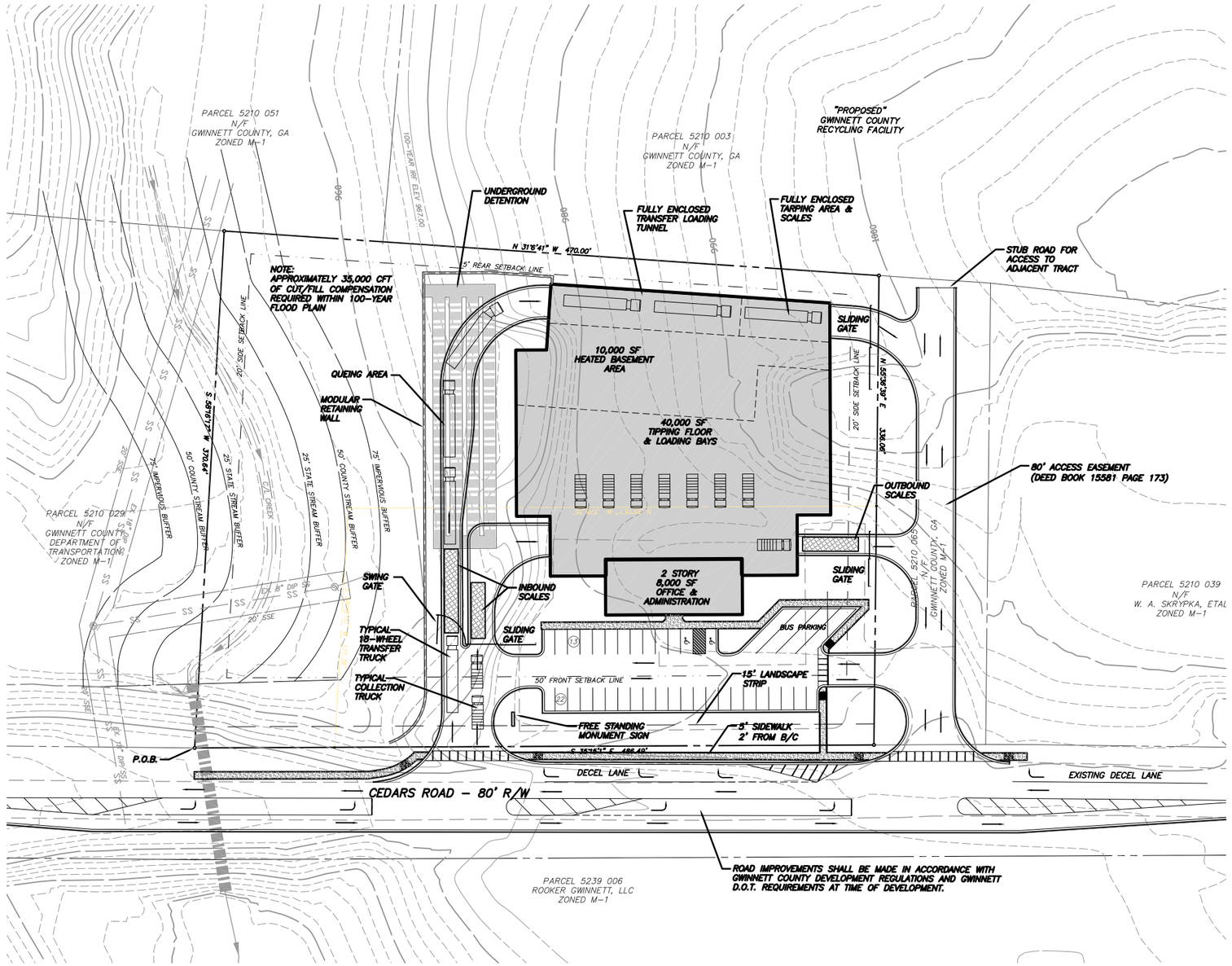
| | |
|---|---|
| EXISTING ZONING: | M-1 |
| PROPOSED ZONING: | M-2 (WITH SUP) |
| PROPOSED USE: | SOLID WASTE TRANSFER STATION |
| AREA OF SITE: | ±3.876 ACRES |
| EXISTING ADDRESS: | 1740 & 1750 CEDARS ROAD |
| EXISTING PARCEL ID: | R5210-063 & R5210-082 |
| PROPOSED BUILDING SIZE: | ±58,000 TOTAL |
| - ONE STORY MAIN FLOOR AREA (TRANSFER OPERATIONS) | ±40,000 |
| - BASEMENT AREA (TRANSFER OPERATIONS) | ±10,000 |
| - TWO STORY OFFICE AND OBSERVATION AREA | ±8,000 |
| PROPOSED BUILDING HEIGHT: | ±50 (WITH BASEMENT) |
| ONSITE PARKING SPACES: | |
| - AUTOMOTIVE | 35 SPACES |
| - BUS / TRUCK | 4 SPACES |

## NOTES:

1. BOUNDARY INFORMATION TAKEN FROM A SURVEY FOR DRD DEVELOPMENT, INC. BY R & V LAND SURVEYING, INC. DATED JUNE 30, 2000, LAST REVISED NOVEMBER 7, 2000.
2. TOPOGRAPHIC INFORMATION TAKEN FROM GWINNETT COUNTY GIS AND SITE PLANS FOR DRD DEVELOPMENT PREPARED BY CORNERSTONE PLANNING CO. DATED MAY 5, 1998, LAST REVISED MARCH 4, 1999.
3. FLOODPLAIN SHOWN IS FROM F.I.R.M. PANEL 13135C0075F DATED SEPTEMBER 29, 2006.
4. LANDSCAPING IS CONCEPTUAL AND WILL ADHERE TO GWINNETT COUNTY BUFFER, LANDSCAPE AND TREE PROTECTION ORDINANCE AND RESPECTIVE ZONING CONDITIONS.
5. PREVIOUS ZONING ACTIONS:
   - RZ-132-87
   - RZ-98-176
6. BUILDING SETBACKS
   - FRONT: 50'
   - SIDE: 20'
   - REAR: 15'
7. STREAM BUFFER REQUIREMENTS:
   - STATE: 25' UNDISTRUBED BUFFER FROM TOP OF BANKS
   - COUNTY: 50' UNDISTURBED BUFFER FROM TOP OF BANKS
   - COUNTY: 25' IMPERVIOUS BUFFER FROM EDGE OF 50' STREAM BUFFER
8. SUBJECT PROPERTY IS NOT WITHIN THE GWINNETT PROGRESS CENTER BOUNDARIES.
9. THE CONSULTANTS, CONTRACTORS, DESIGNERS AND OTHER PARTIES ASSOCIATED WITH THIS PROJECT MUST FOLLOW ALL APPLICABLE CODES, ORDINANCES AND RULES OF THE STATE OF GEORGIA AND GWINNETT COUNTY AS THEY PERTAIN TO THE TRANSFER OF SOLID WASTE.
10. THE PROPOSED BUILDING DESIGN IS SUBJECT TO CHANGE ONCE THE NECESSARY BUILDING ARCHITECTURE, ENGINEERING & RELATED DESIGN REQUIREMENTS HAVE BEEN FULLY DEVELOPED ALONG WITH MEETING THE NECESSARY LIFE-SAFETY GUIDELINES.
11. ANY PROPOSED SIGNAGE WILL BE SUBJECT TO COMPLIANCE WITH THE GWINNETT COUNTY SIGN ORDINANCE.
12. PROPOSED DETENTION AND STORMWATER MANAGEMENT TO BE HANDLED IN UNDERGROUND STORAGE SYSTEM. THIS SYSTEM SHALL BE DESIGNED AND ENGINEERED AT TIME OF CONSTRUCTION DOCUMENT DESIGN AND PERMITTING.
13. ALL OPERATIONS OF PROPOSED TRANSFER STATION TO OCCUR WITHIN THE SUBJECT BUILDING.

## LEGEND:

- PROPERTY LINES
- RIGHT-OF-WAY LINES
- STREAM CENTERLINE
- SETBACKS
- 10-FOOT CONTOURS
- 2-FOOT CONTOURS
- STREAM BUFFER LINES
- MODULAR RETAINING WALL
- 24" CURB & GUTTER
- STORM SEWER PIPE
- TRAFFIC DIRECTIONAL FLOW (ARROWS REPRESENT TRAFFIC FLOW AND ARE NOT INTENDED TO REPRESENT PAVEMENT MARKINGS)





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civil engineering - construction management
Oakbrook V
5300 Oakbrook Parkway
Building 300 / Suite 368
Norcross, Georgia 30093
404-355-6700 phone
404-355-6760 fax




THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE

GEORGIA REGISTERED No. 22826 PROFESSIONAL ENGINEER JOHN Q. AMSBERRY

2/05/2009

GSWCC LEVEL II CERTIFICATION #0000001369

# CEDARS ROAD TRACT

SOLID WASTE TRANSFER STATION
for
INLAND, LLC
5300 OAKBROOK PARKWAY
BUILDING 300 - SUITE 368
NORCROSS, GA 30093
404.355.6700 phone
404.355.6760 fax

TAX PARCEL(S)
5210-063, 5210-082

5th DISTRICT
LAND LOT 210
GWINNETT COUNTY, GEORGIA

## REVISIONS:

| NUM | DATE | REVISION |
|---|---|---|
| - | 02/05/09 | Submit to Gwinnett County for Zoning and SUP |

SHEET TITLE:
CONCEPTUAL
ZONING PLAN

0 20 40 80 120

SCALE: 1" = 40'
DATE: February 4, 2009
PROJECT: 09-004

MAGNETIC

SHEET NUMBER
Z1

NOT RELEASED FOR CONSTRUCTION